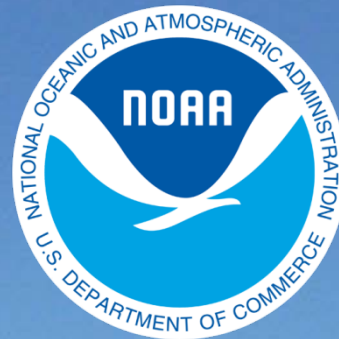
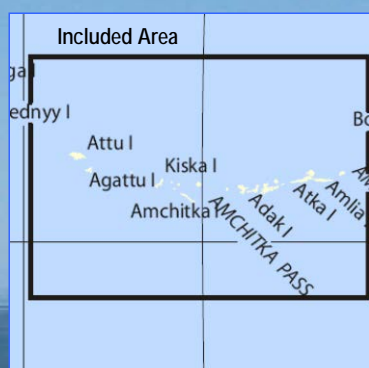


BookletChart™

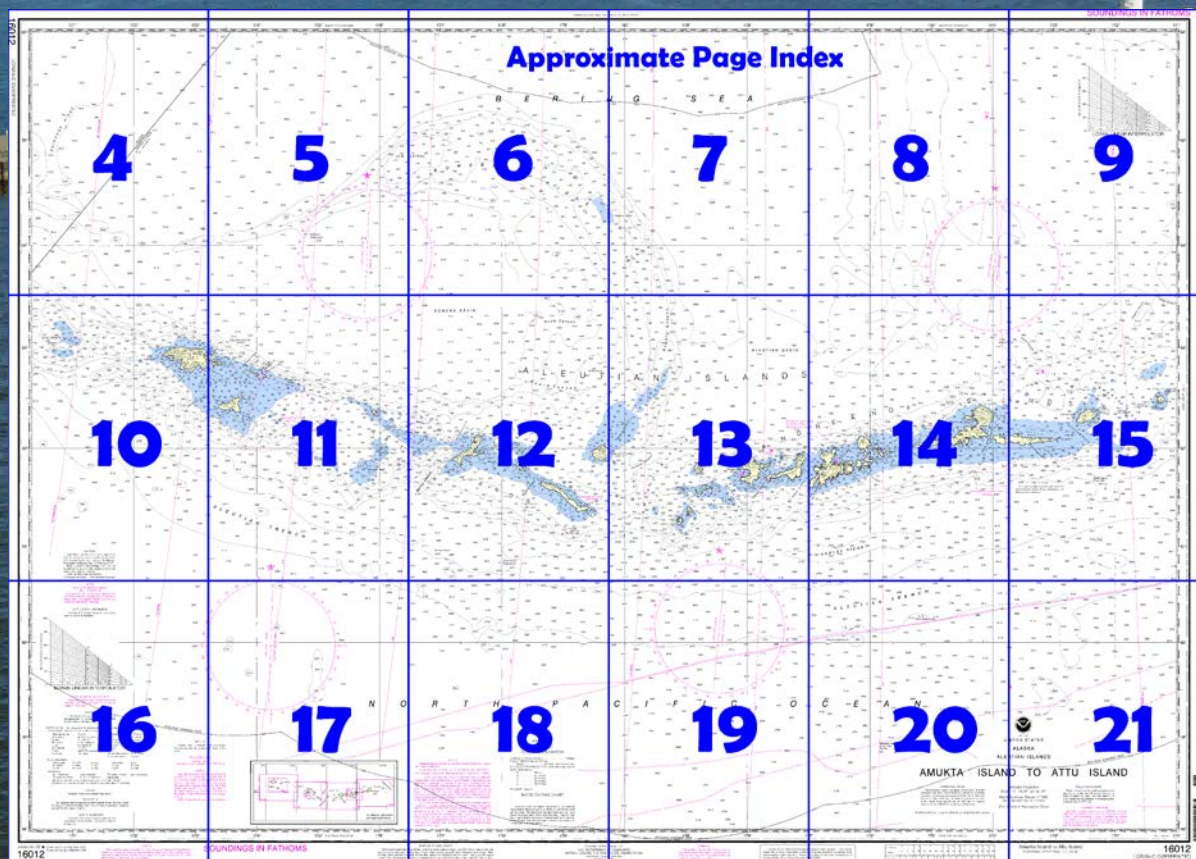
Amukta Island to Attu Island NOAA Chart 16012



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16012>.



(Selected Excerpts from Coast Pilot)

Aleutian Islands, extending in a 900-mile arc from Unimak Island to Attu Island, are a westward continuation of the Alaska Peninsula and form the southern limit of the Bering Sea. The most important groups of islands in the chain are Fox Islands, Islands of the Four Mountains, Andreanof Islands, Rat Islands, and Near Islands. Most of the islands are mountainous; the coasts are bluff and exposed; the shores are bold, with many off-lying islets, rocks and

reefs; the beaches are rocky and narrow; and the water is usually deep close to shore. As a rule, seabottom features are similar to those of the adjacent land.

Anchorage.—Most of the larger islands in the Aleutians provide some sheltered anchorages as mentioned in the text for the individual places. The better known harbors are: Akutan Harbor on Akutan Island, Dutch Harbor on Unalaska Island, Nazan Bay on Atka Island, Kuluk Bay on Adak Island, Constantine Harbor on Amchitka Island, Kiska Harbor on Kiska Island, and Massacre Bay on Attu Island.

Dangers.—Nearly all beaches in the Aleutian Islands present natural obstacles to landing. The shores are generally precipitous; the breakers are heavy and in many cases the approaches are filled with jagged rocks and kelp beds which are unusually abundant in the Aleutians; in winter, the kelp disappears entirely. Sand beaches are rare; usually being found only at the heads of bays; and in no case does a beach extend more than 50 yards inland from the high-water line.

When heavy swells and seas are encountered along a beach, a landing in a small boat should not be attempted as there are strong and dangerous undertows accompanied by variable currents. In addition to the lack of surveys, navigation in this region is made difficult by the prevailing thick weather and further by the lack of knowledge of the currents which attain considerable velocity at times.

Currents.—S of latitude 50°N., is an E drift across the Pacific. An eddy, accompanying this flow, sets W along the S shore of the Alaska Peninsula and the Aleutian Islands and then drifts through the passes into the Bering Sea. These currents form a part of the general circulation of the North Pacific Ocean.

Through the Aleutian Islands passes, the velocities of the currents caused by tidal and wind effects are large enough to mask the continual N drift through the passes.

In the past, numerous reports have been received to the effect that the flood currents flowing into the Bering Sea are very much stronger than the ebb currents. These reports have been largely discounted by observations in a number of the passages which in general reveal equally strong ebb currents flowing through the passes from the Bering Sea. It is believed that because of the large diurnal inequality in the current of this region, mariners have been deceived by the long periods of flood current that occur near the times of the moon's maximum declination.

Currents are highly complex, making generalizations impossible. They set counter to general trends in many places along shores, even within major passes. Whirls and eddies in wide distribution further complicate the problem.

All passages in the Aleutian Islands have strong currents. In the narrow Akun Strait, the current is reported to reach a velocity of 12 knots. Because of the scarcity of reliable observations, definite current predictions can be made for only a few of the passes. Current predictions for some of the more important passes may be obtained from the **Tidal Current Tables**. The effect of the tidal currents has often been felt offshore at a considerable distance from the passes, resulting in unexpected sets. Mariners should guard against such contingency. In the region of the Aleutian Islands the navigator must heed the currents carefully; a vessel is in more danger there from that cause than from any other, except the lack of surveys. In bad weather, the currents cause much heavier seas, and this effect has been noticed as much as 20 miles off the passes.

In general, tide rips occur to the S of the passes on the ebb and to the N on the flood, furnishing a rough means of determining the set of the current, although local tide rips may be caused by detached banks.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

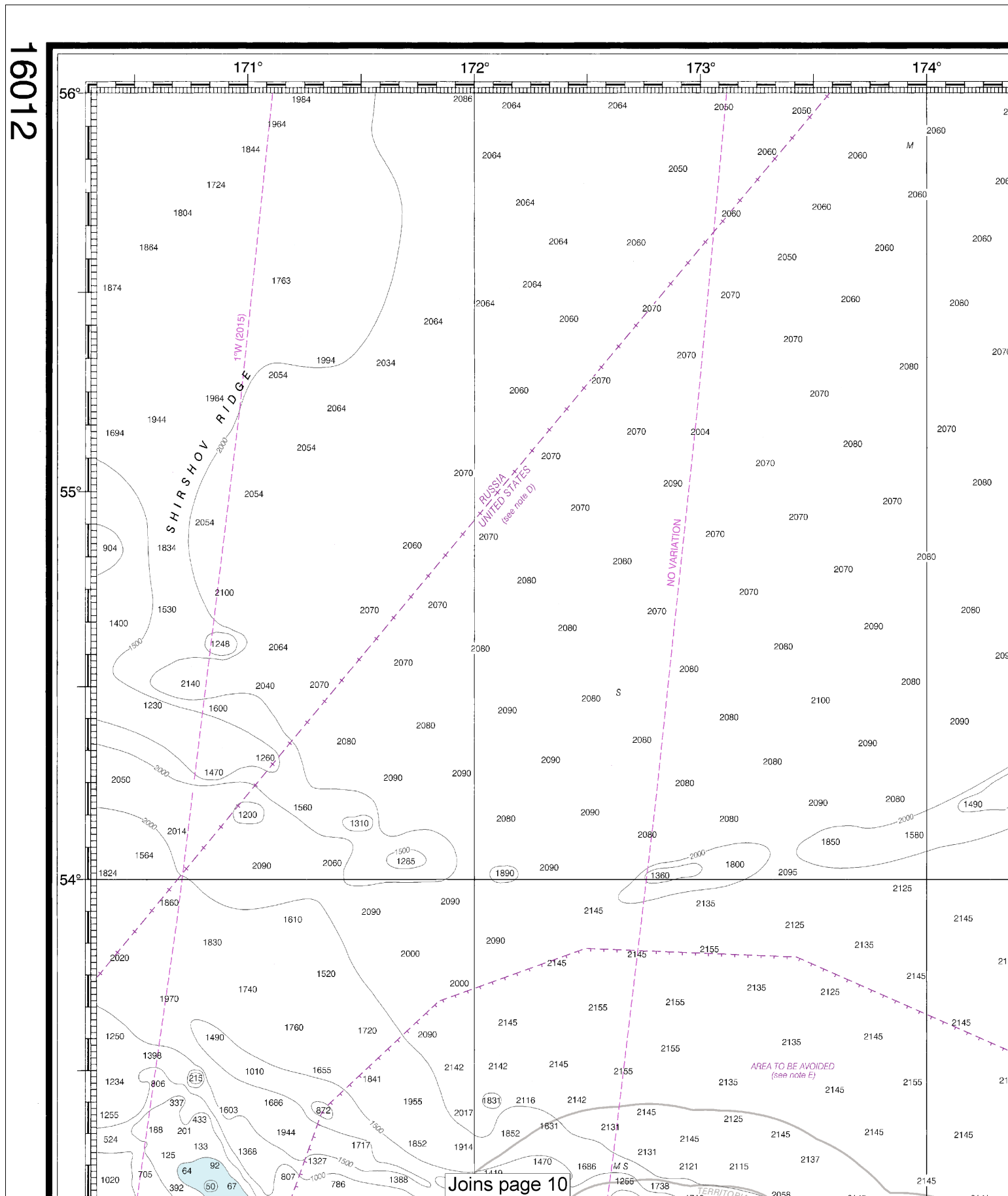
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

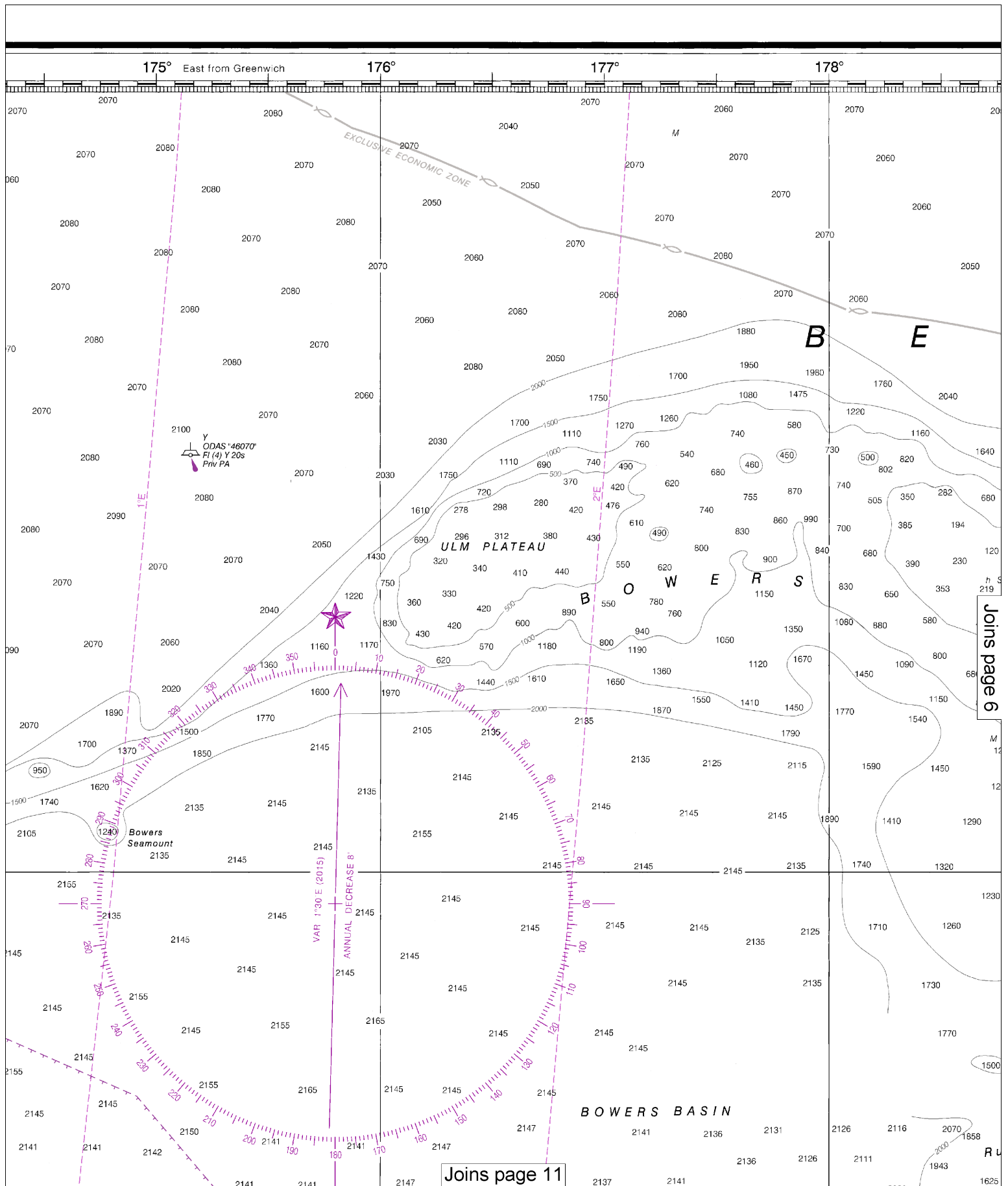
These volumes are available online at <http://www.navcen.uscg.gov>

16012

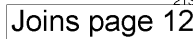


4

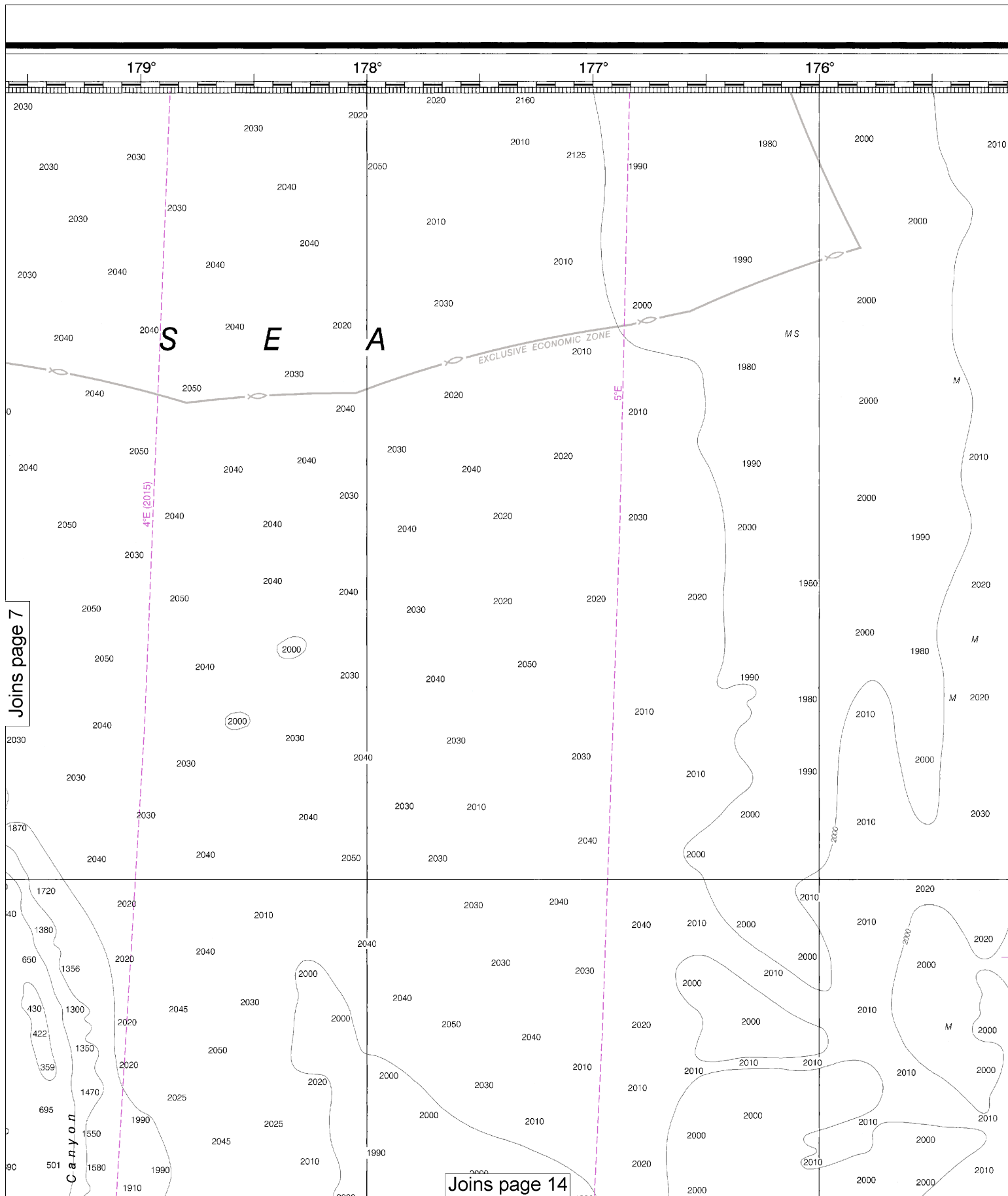
Note: Chart grid lines are aligned with true north.



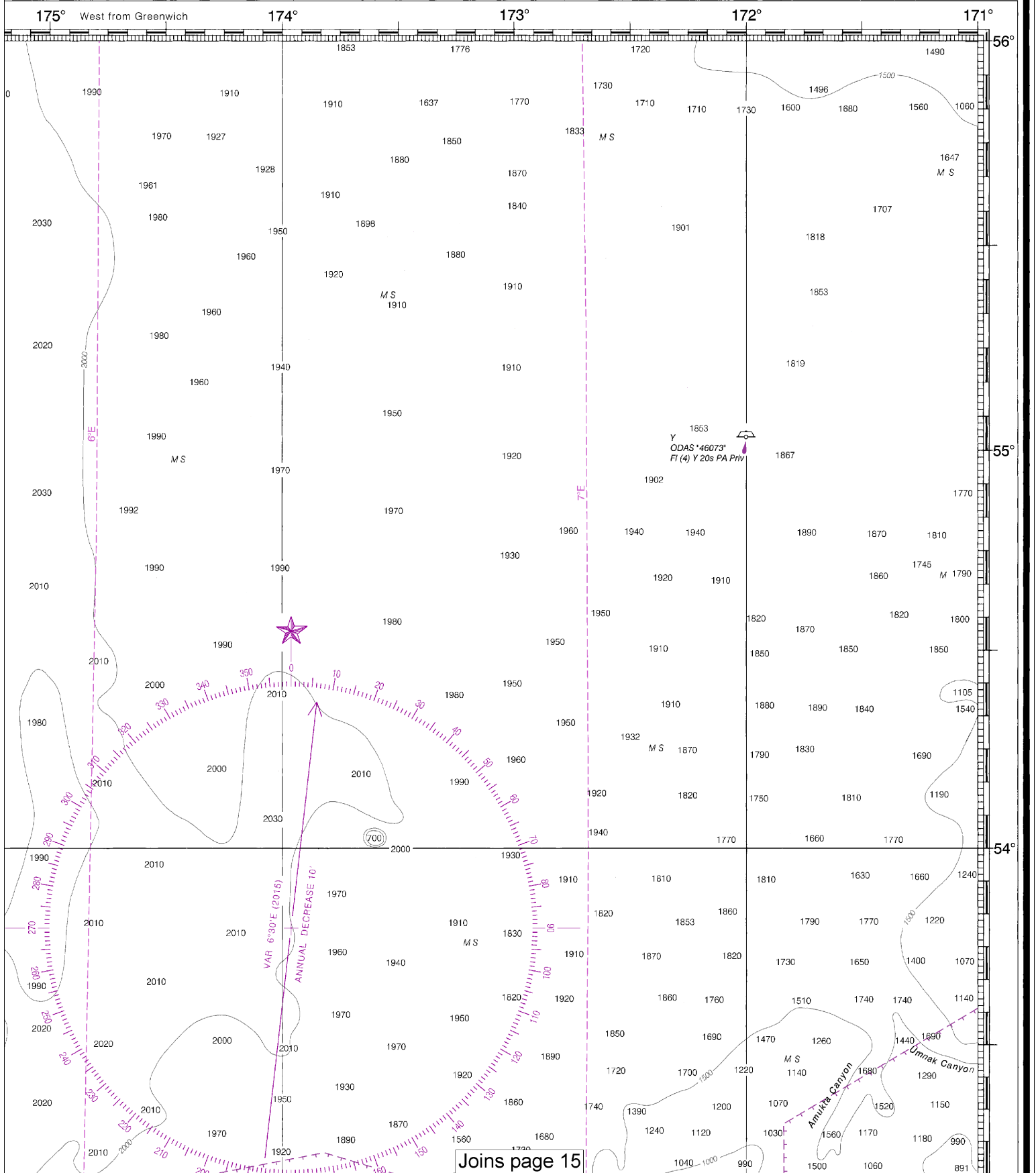
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:1501761. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



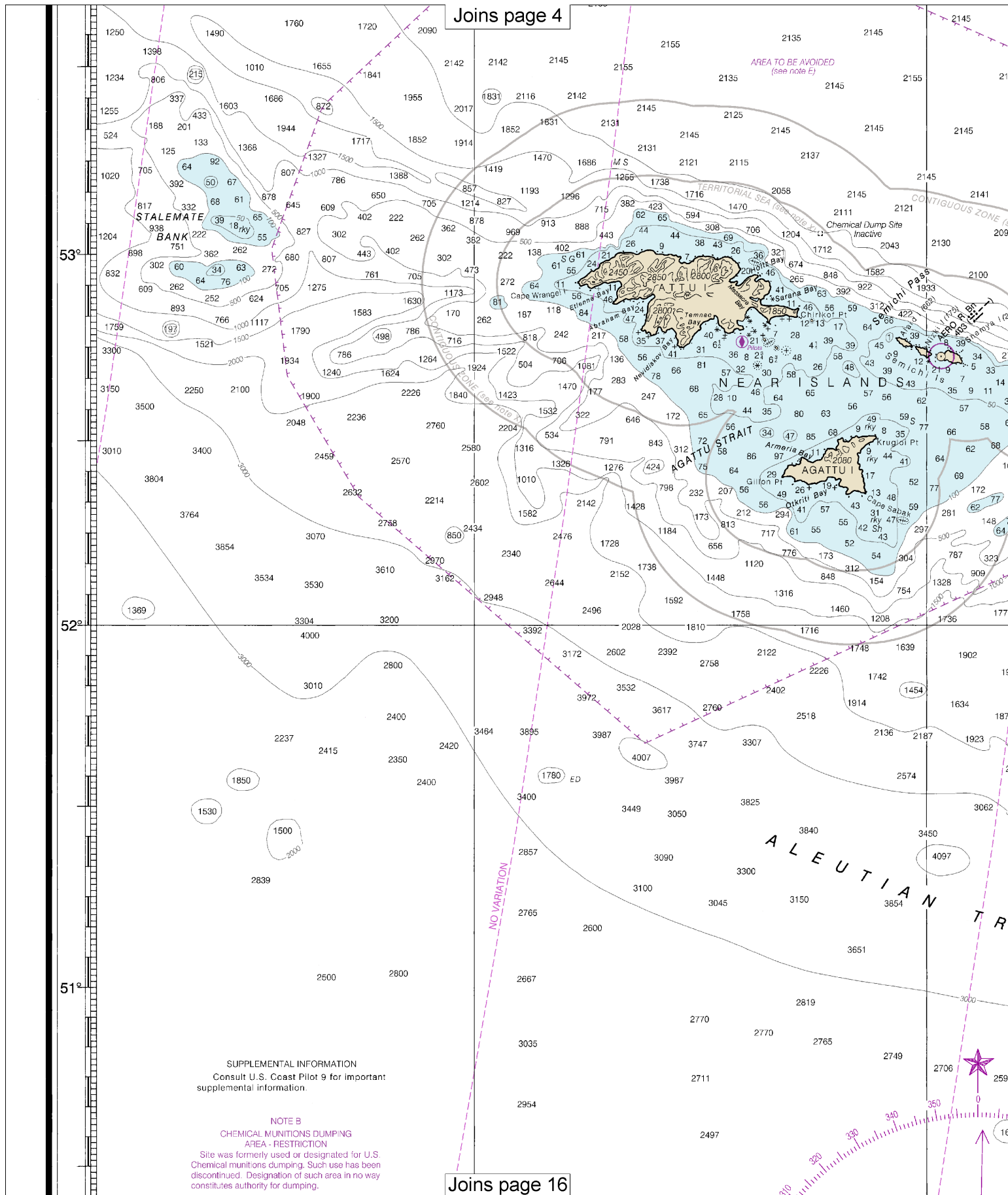
7



SOUNDINGS IN FATHOMS



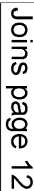
Joins page 4



10

Note: Chart grid lines are aligned with true north.

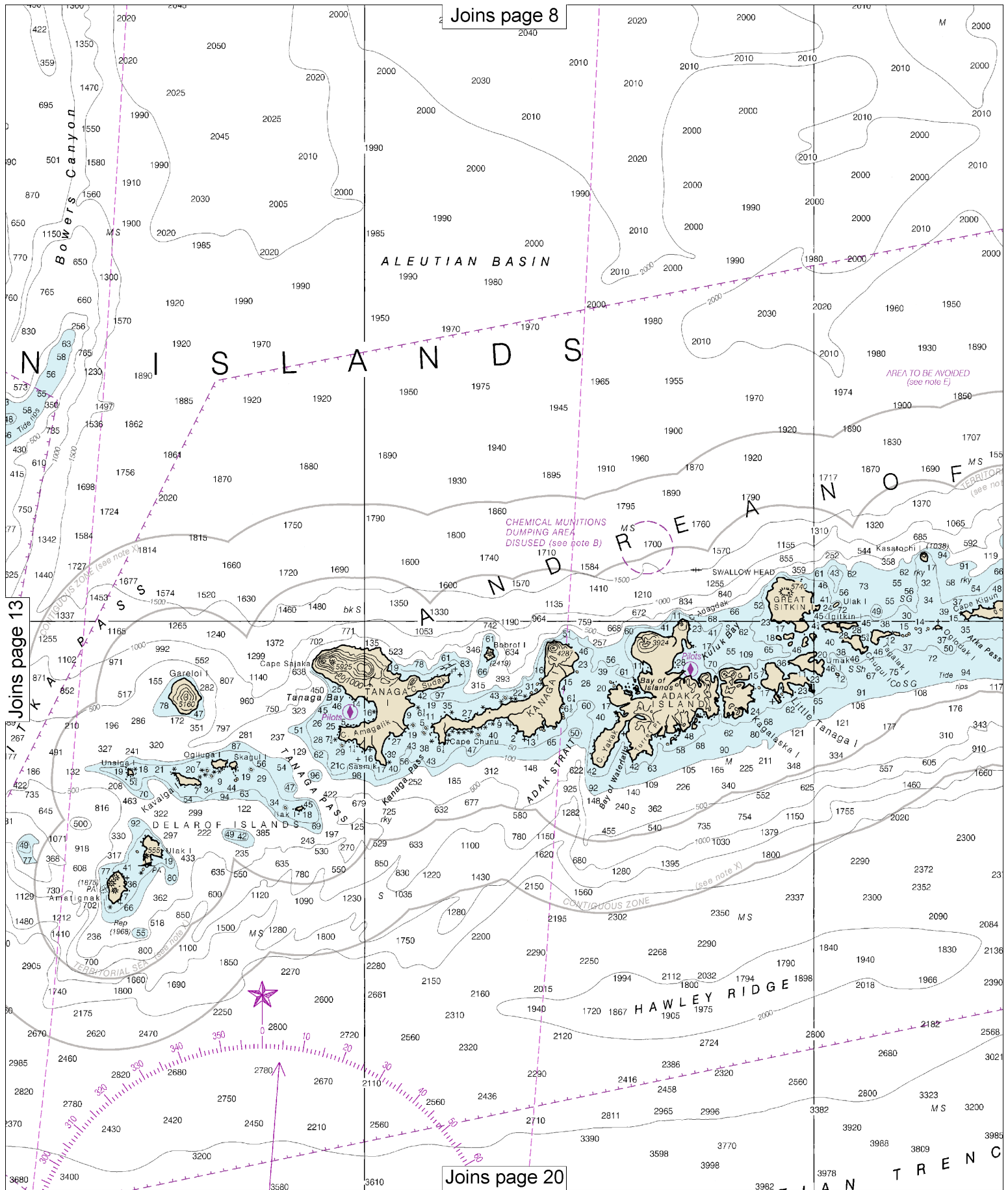
Joins page 17



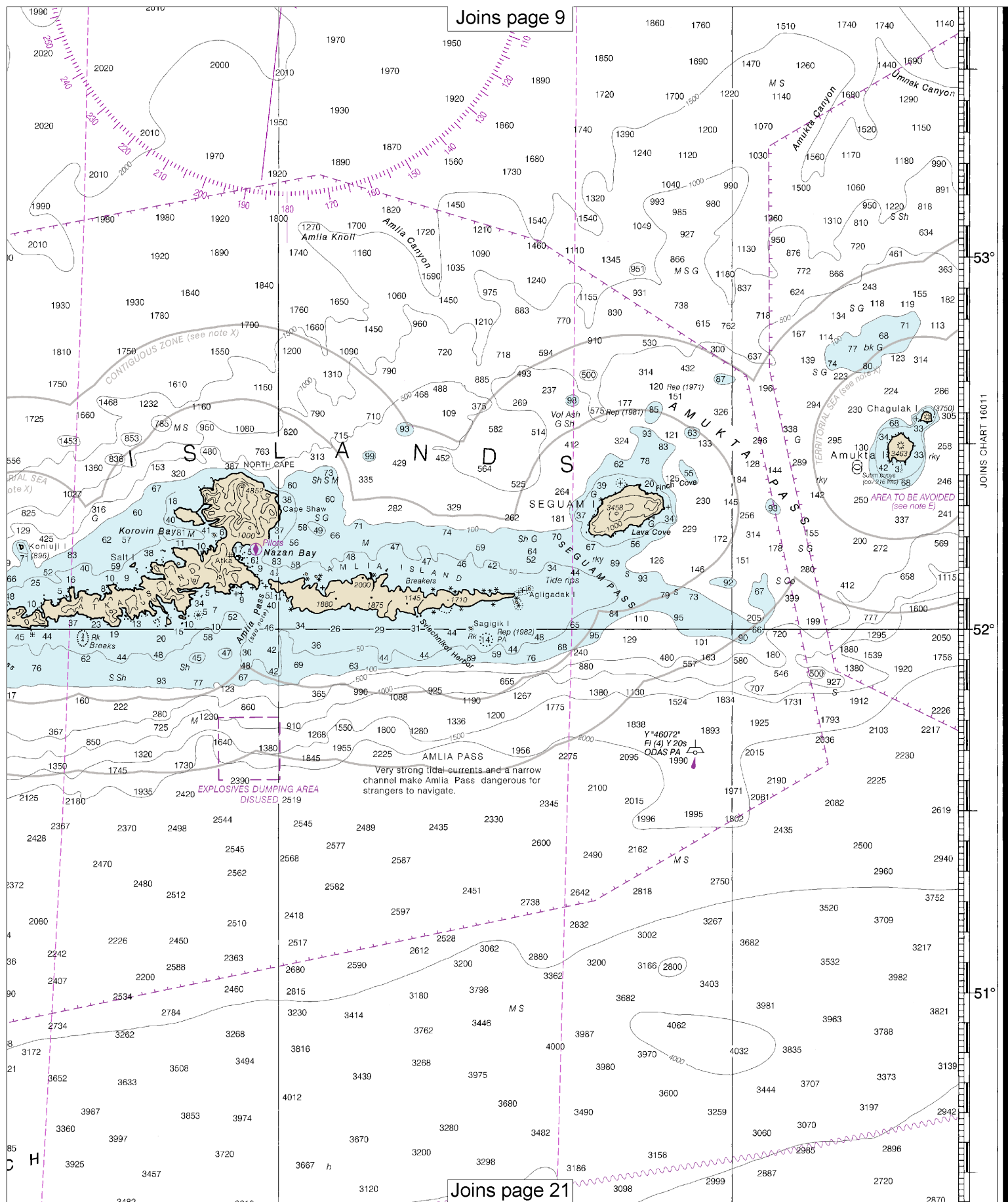
Joins page 7

Joins page 14

Joins page 19



Joins page 21



SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important
supplemental information.

NOTE B
CHEMICAL MUNITIONS DUMPING
AREA - RESTRICTION

Site was formerly used or designated for U.S. Chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◊ (Approximate location)

HEIGHTS

Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 10° from the normal variation may be expected within the limits of this chart.

NOTE E

AREA TO BE AVOIDED (ATBA)

All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN 1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard and National Geospatial-Intelligence Agency.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IO interrupted quick	N run	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bks boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(Z) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

NOTE C

Sunken ship is loaded with explosives. Vessels are warned to stay well clear of the area.

PROHIBITED AREA

Amctika Island
Regulations are published in 50 CFR 36.39

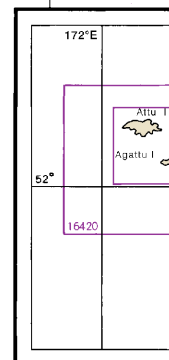
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.



24th Ed., Dec. 2015

16012

Last Correction: 7/29/2016. Cleared through:

LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CAUTION

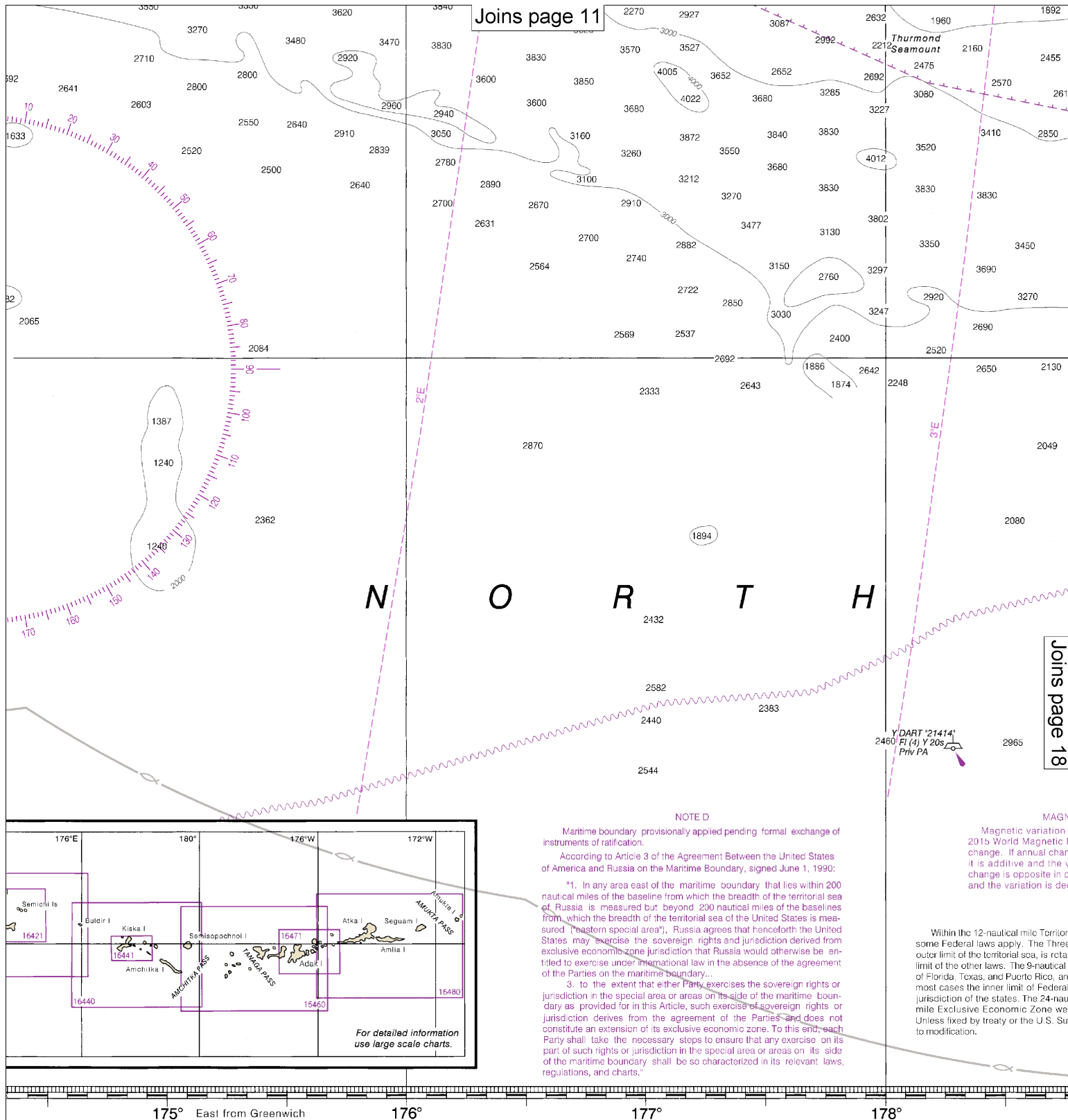
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

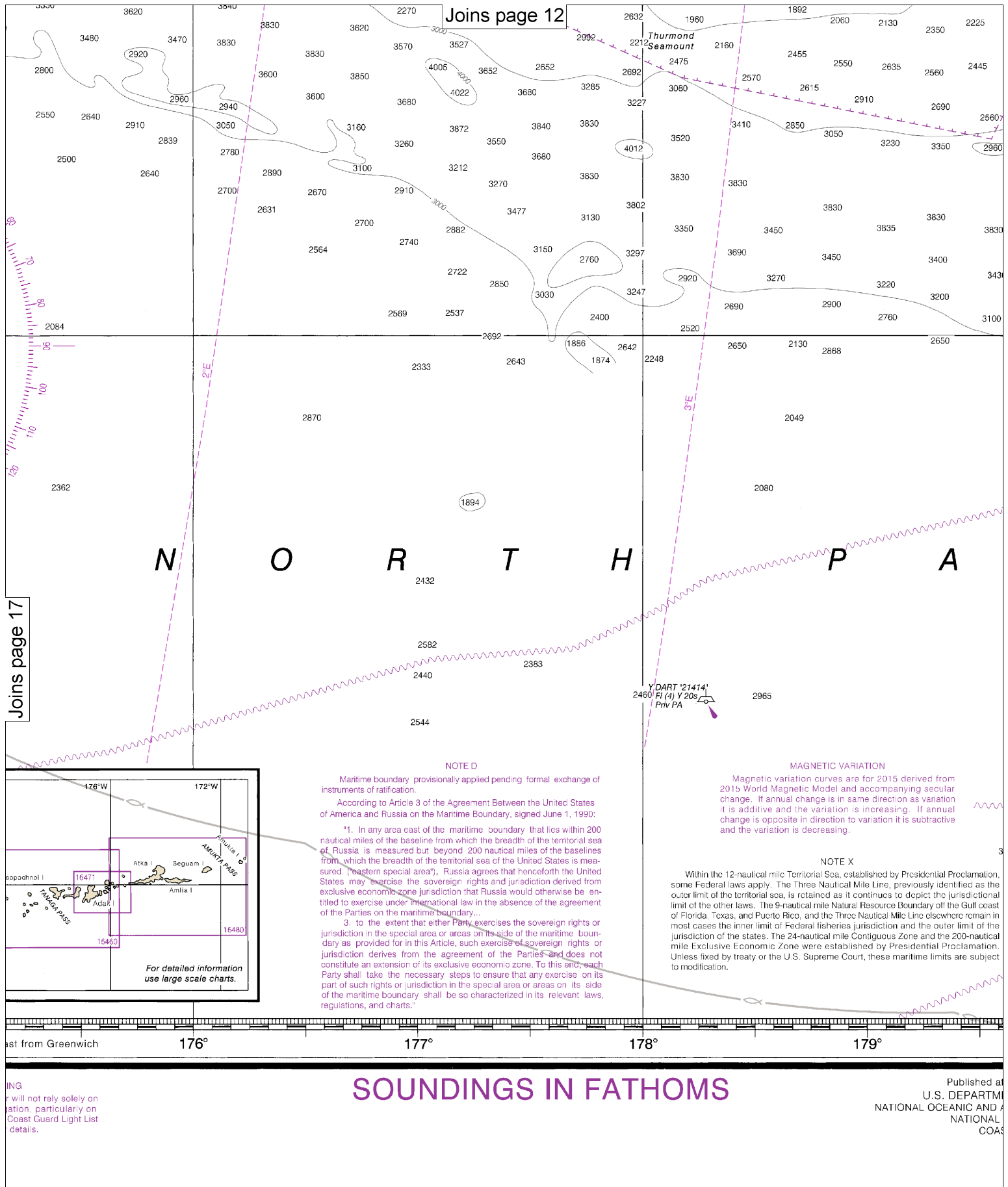
16

Note: Chart grid
lines are aligned
with true north.

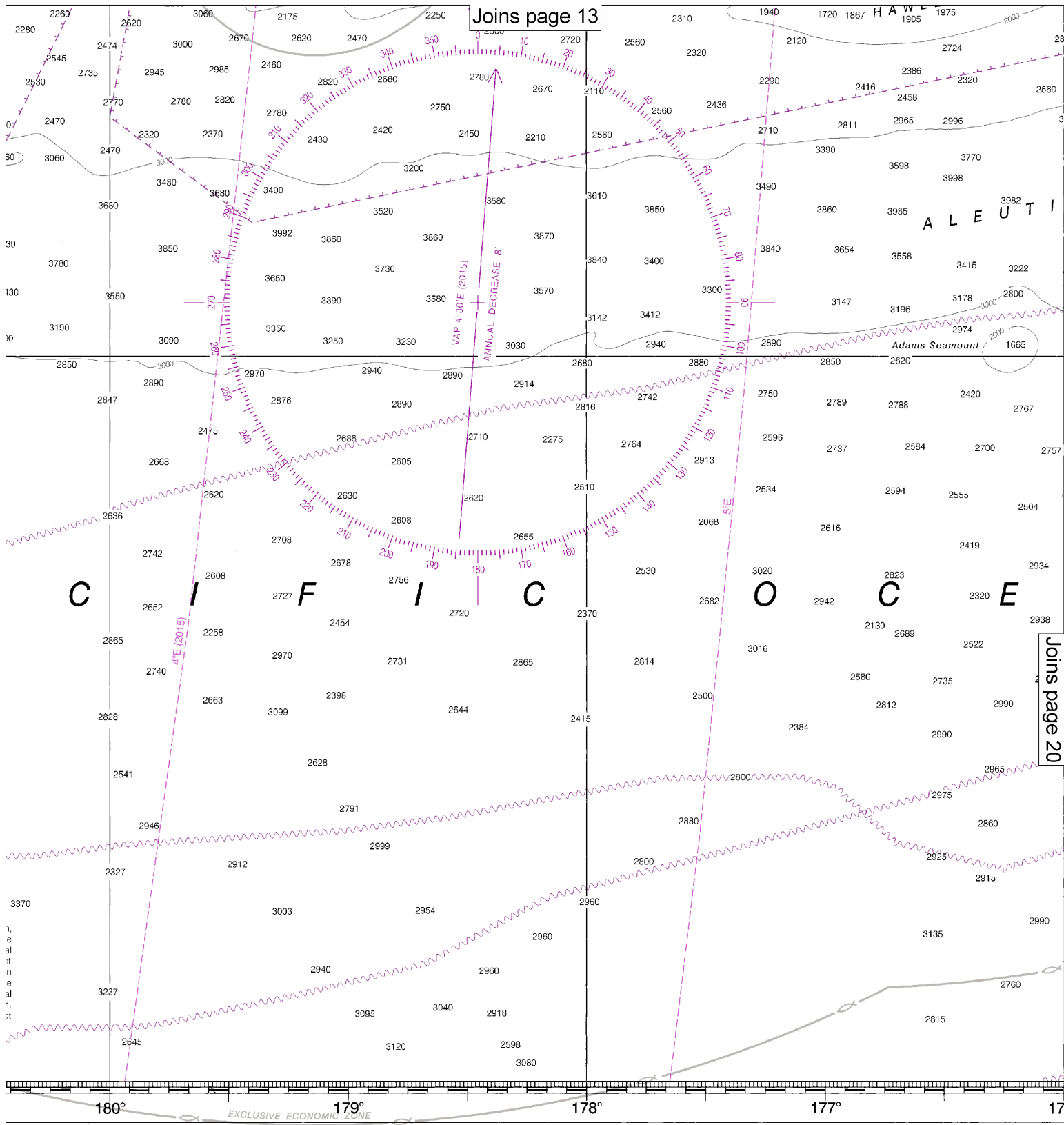
Joins page 11

Joins page 18





Note: Chart grid lines are aligned with true north.

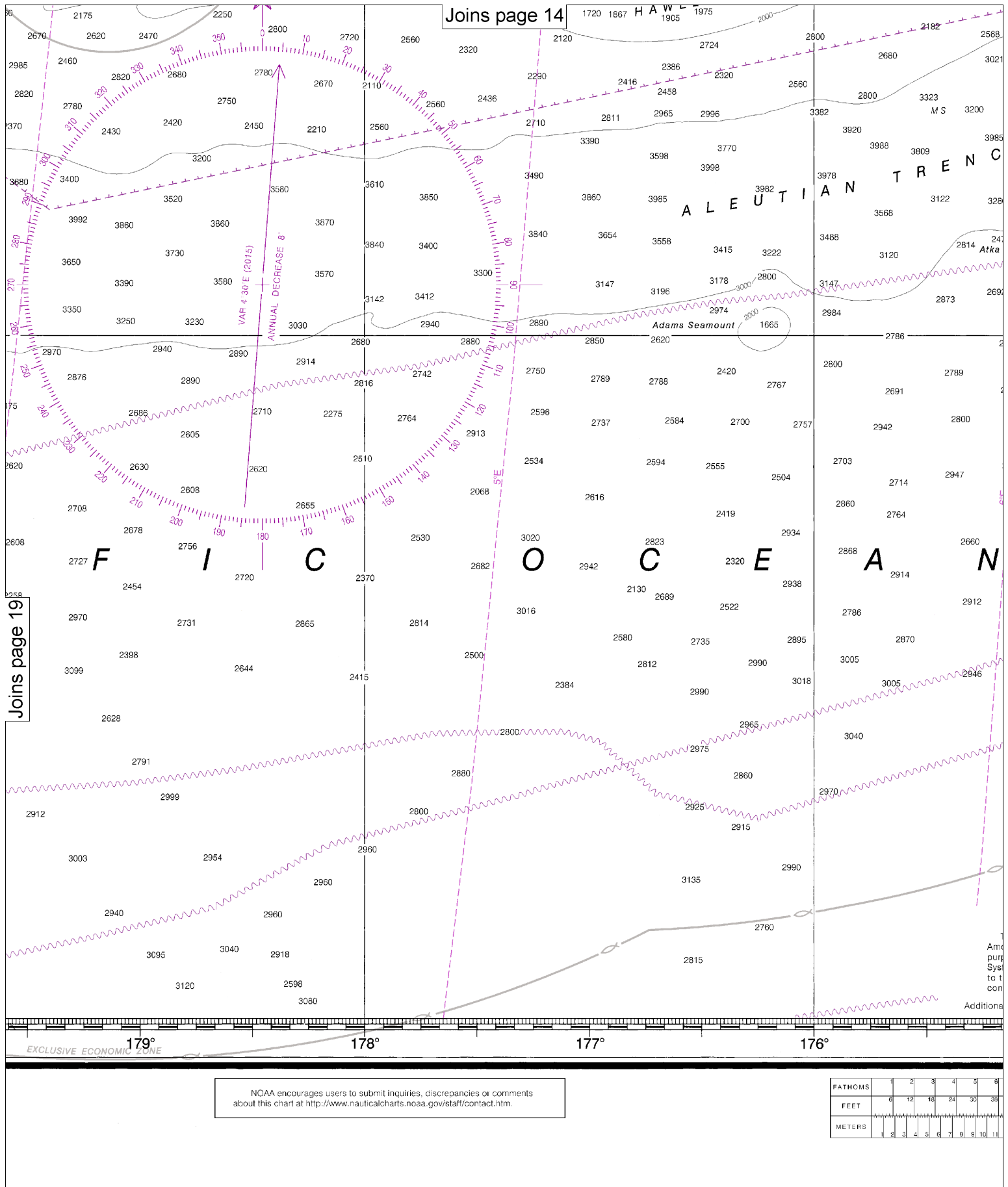


Joins page 13

Joins page 20

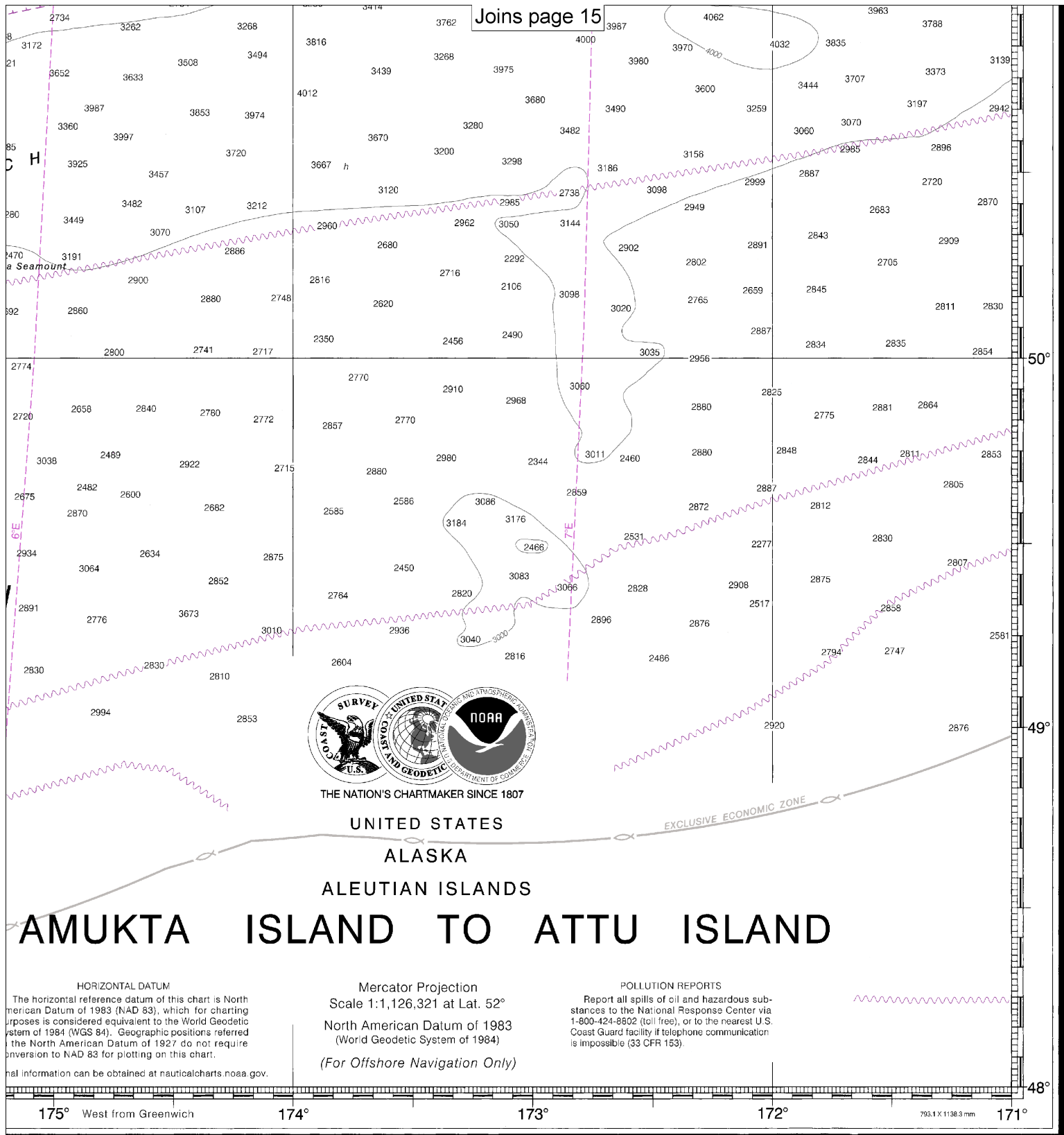
at Washington, D.C.
 DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 U.S. COAST AND GEODETIC SURVEY

NOAA encourages users to submit inquiries, discrepancies or comments
 about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.



20

Note: Chart grid lines are aligned with true north.



3	7	8	9	10	11	12	13	14	15	16	17
3	42	48	54	60	66	72	78	84	90	96	102
1	12	13	14	15	16	17	18	19	20	21	22
23	24	25	26	27	28	29	30	31			

Amukta Island to Attu Island
SOUNDINGS IN FATHOMS - SCALE 1:1,126,321

16012



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.